

CENTRAL INTELLIGENCE AGENCY  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

COUNTRY	Poland
SUBJECT	Transportation - Air, water
HOW PUBLISHED	Daily and weekly newspapers
WHERE PUBLISHED	Warsaw; Krakow
DATE PUBLISHED	27 Aug - 28 Oct 1949
LANGUAGE	Polish

DATE OF INFORMATION 1949

DATE DIST. 17 Dec 1949

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

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**AIR TRAVEL INCREASES;**  
**PORT FACILITIES EXPAND**

59,406 PASSENGERS CARRIED IN 6-MONTH PERIOD -- Rzeczpospolita, No 297, 28 Oct 49

From 1 April to 1 October 1949, LOT passenger aircraft flew 1,326,000 kilometers of which 922,406 kilometers were on domestic flights and 504,500 kilometers were on international flights; 4,806 flights were made and 59,406 passengers were carried. During the same period in 1937, only 1,200,000 kilometers were flown on 4,470 flights, and 18,500 passengers carried.

AIRFIELD IN WROCLAW REOPENED -- Dziennik Polski, No 274, 6 Oct 49

The Mala Gadawa civilian airfield at Wroclaw has recently been opened for operations. Vice-Minister of Communications Balicki officiated at the opening ceremonies.

The rebuilding of this airfield, which has been completely demolished during the war, was started in 1947. Work has now been completed on the landing area and the hangars. The airport and the control tower have been rebuilt and the necessary equipment installed.

PORTS MECHANIZED -- Repatriant, No 34, 27 Aug. 49

The rapid progress shown in the expansion of Polish seaport installations is marked by the continuously growing flow of goods, number of lines serviced by Polish ships, and funds allotted by the Treasury to promote this expansion.

New cranes, warehouses, and refueling stations are being erected in every port, refrigeration equipment is being expanded, and every type of installation is being modernized and improved to offer foreign ships the greatest safety and most satisfactory conditions for unloading and loading operations.

The largest harbor investments in Europe are being made in Szczecin. About 3 months ago a crane was put to work on an entirely new wharf at the new basin for bulk cargo. This project had previously been rejected by the Germans, who

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considered soil conditions unsuitable and the installation of harbor facilities in this area impossible. The new installation in Szczecin will also provide wharfs for transshipments of general cargo. The expansion of this port is of great importance to the southeastern countries of Europe. Imports from and exports to Czechoslovakia are already handled in the free area in Szczecin and other People's Democracies will also soon avail themselves of the facilities of this harbor.

Polish ships, which heretofore handled only 10 percent of the freight, will account for 25 percent during the coming years.

It has been proven that loading and unloading in Polish ports is the fastest in Europe despite the fact that many ports still have damaged or obsolete equipment. Work competition and the ingenuity of the workers have largely been responsible.

One innovation was the use of throw-off carriages with rubber tires for salt loading, thus speeding up operations fourfold. A new mechanized system for handling herring increased productivity 100 percent and a new type of shovel for bulk cargo speeded the work 500 percent.

The following table indicates the growth of transshipment capacity of Polish ports:

<u>Yr</u>	<u>Capacity</u> (millions of tons)
1938	16.3
1946	7.8
1948	16.3
1949	19.3
1955	37.0

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